अधिकांश सहमत हूं कि जो रिकमेंडेशंस वाजिब होंगी, जो जरूरी हैं वे ही मानेंगे। जो जरूरी नहीं हैं, जिन पर खर्च ज्यादा होगा वे नहीं मानेगें ।

श्री सभापति: Question Hour is over..... (व्यवधान) आप बैठ जाइए।

## WRITTEN ANSWERS TO STARRED QUESTIONS

### Development of Facilities at Vadinar Port

*24 SHRI K. M. SAIFULLAH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Chief Minister of Gujarat has requested to develop the facilities at Vadinar Port for deep draft direct berthing cargo; and

(b) if so, the details of policy of Government to increase handling capacity of minor ports of Gujarat?

THE MINISTER OF SURFACE TRANSPORT (SHRI RAJNATH SINGH): (a) Yes, Sir. The Chief Minister of Gujarat had requested to hand over Vadinar by de-linking it from Kandla Port Trust Limit so that it can be developed by the State Government. The request has not been acceded to as Vadinar has been an integral part of the Major Port of Kandla. However, it has been suggested to the Government of Gujarat that they may consider forming a Joint Venture Company with the Kandla Port and the Gujarat Maritime Board for development of Vadinar for multipurpose use.

(b) The policy framework for development of Minor Ports in Gujarat falls within the purview of the State Government.

### Amendments to the Bank Nationalisation Act

*25. SHRI E. BALANANDAN: Will the MINISTER OF FINANCE be pleased to state:

(a) what are the advantages of amending the Bank Nationalisation Act and Bank Regulations Act to lower Government stake in Public Sector Banks below 51%;

(b) whether the reasons for nationalisation of private banks and proposed amendments to the Nationalisation Act complement each other; and

(c) if so, in what manner?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI BALASAHEB VIKHE PATIL): (a) In view of increasing requirement of capital of nationalised banks in order to attain the prescribed higher standards of capital adequacy, the infeasibility of the Central Government continuing to indefinitely meet the requirement of additional capital of the banks in the context of competing claims for budgetary support from the physical and social infrastructure sectors and social services and the need for raising capital from the market, the need for promoting competition, efficiency and providing more autonomy and in accordance with the policy of progressive economic reforms, it has been recommended by Narsimha Committee to amend the Banking Companies (Acquisition and Transfer of Undertakings) Act, 1970/80 to provide for an enabling provision for the banks to raise capital from the market even with Government shareholding going below 51%.

(b) and (c) In the changing economic scenario, the objective of serving the needs of the development of the economy in conformity with national policies and objectives would continue to be met through appropriate supervisory and regulatory mechanism.

**Extension of Runway of Agartala Airport**

*26. SHRI KHAGEN DAS: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal to extend the runway of Agartala Airport, Tripura;

(b) if so, the details thereof; and

(c) the time-frame fixed for completion of the work?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Yes, Sir.

(b) and (c) airports Authority of India (AAI) has a proposal to extend the runway from 6000 ft. to 7500 ft. to make it suitable for AB-320 class of aircraft operations. The work is likely to be taken up during the financial year 2000-2001 and will be completed in 24 months from the date of its commencement.